Tye Hongkong Telegraph.

N°. 2615. SATURDAY, AUGUST 16, 1890. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000
PAID-UP CAPITAL£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

GEO. W. F. PLAYFAIR,
Manager. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 4,600,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq. | S. C. MICHAELSEN, Esq.
W. H. FORBES, Esq. | Hon. A. P. MCEWEN.
H. HOPPIUS, Esq. | L. POESNECKER, Esq.
Hon. J. J. KESWICK. | D. R. SASSOON, Esq.
A. MCCONACHIE, Esq.

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 13th May, 1890. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.
3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.
5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 13th May, 1890. [9

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.
Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. [709

Intimations.

ESTD. 1864.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

Hongkong—13, Queen's Road.

E. & F. CRAWFORD & Co.

HAVE RECEIVED THEIR FIRST SHIPMENT
of
NEW SEASON'S
EXTRA FINEST
ISIGNY BUTTER,
in 1 lb and 2 lb. Tins.
Also,
FINEST ISIGNY BUTTER in 28 lb. Tins for Hotels.
LANE, CRAWFORD & Co.
Hongkong, 9th August, 1890. [33

KELLY & WALSH, LD.

HAVE JUST PUBLISHED,
NEW EDITIONS OF
DOLLARS AND STERLING EXCHANGE TABLES,
2/6 TO 4/—
ASCENDING BY EIGHTHS OF A PENNY.
PRICE $2.

DOLLARS AND STERLING EXCHANGE TABLES,
FROM 3/4 TO 6/4
PRICE $3.

AND
A CHINESE EDITION OF TAELS, DOLLARS & STERLING EXCHANGE TABLES.
PRICE $4.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 15th August, 1890 [7

CRUICKSHANK & CO., LD.,
FAMILY AND DISPENSING CHEMISTS,
Commission Agents,
WINE AND SPIRIT MERCHANTS,
AND
AERATED WATER MANUFACTURERS.

WE would beg to call attention to our special VERY RARE OLD "LIQUEUR WHISKY," which from its large increase of sale we have decided to reduce to $10 per case.
All goods guaranteed to be of the best quality and at prices which will compare favourably with any other house in the Colony.
Hongkong, 12th June, 1890 [892

W. POWELL & CO.

JAPANESE JINRICKSHAS.
English-made PERAMBULATORS.
FOUR-POST IRON BEDSTEADS.
WIRE WOVEN SPRING MATTRASSES.
HAIR, and RATTAN MATTRASSES made to order on short notice.
Every description of UPHOLSTERY and FURNISHING.

W. POWELL & CO.
Victoria Exchange,
Hongkong, 7th August, 1890 [6

W. BREWER.

HAS JUST RECEIVED

NAUTICAL Surveying by Vice-Admiral Shortland.
Text Book of Assaying by Berringer.
Practical Seamanship by Todd and Whall.
Sanity and Insanity by Mercier.
The Mercantile Speller for Bankers, Merchants Type Writers, &c.
Gossips Chess Players Text Book.
Steinitz Chess Instructor.
People who have made a noise in the World "Theodore of Corsica."
Traill's Boilers, their Construction and Strength.
Dictionary of Classical Quotations.
A very rare old Violin.
New American Banjos.
The New Mechanical Piano Player, plays any modern music on an ordinary piano.
Self Inking Hand Stamps for firms. Name in rubber, made at a days notice.
Boxing Gloves, Ariston Musical Boxes.
Sweet Caporal Cigarettes, Old Judge Cigarettes.
New Tennis Bats, Tennis Balls.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 6th August, 1890 [156

PIANOS ON HIRE. A. HAHN. PIANOS FOR SALE.
PIANO-TUNER AND REPAIRER.

MUSICAL INSTRUMENTS, TOYS, FANCY GOODS,
&c., &c., &c.,
No. 2, PEDDER'S STREET.
Hongkong, 16th August, 1890. [1126

ROBERT LANG & CO.,
TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.

CHRISTY'S & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERAI and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and CALCUTTA PITH HATS.
TWEED CAPS.

ROBERT LANG & Co.
Hongkong, 28th July, 1890 [139

Intimations.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

(Established A.D. 1841).

THE HONGKONG DISPENSARY,
HONGKONG.

WHOLESALE AND RETAIL DRUGGISTS.
ANALYTICAL,
FAMILY, DISPENSING, and GENERAL CHEMISTS.
PERFUMERS.
PATENT MEDICINE PROPRIETORS.
SEEDSMEN.
WINE and SPIRIT MERCHANTS.
CIGAR IMPORTERS, &c., &c.

Manufacturers of
AERATED WATERS
By Steam Machinery.

PHOTOGRAPHIC DRY PLATES.

Apparatus, Chemicals, and Materials of all kinds suitable for Amateurs and Professionals, at Moderate Prices.

We beg to state that we import Drugs, Chemicals, and Goods of every kind of the best description only—no other quality is kept in stock.

Our long experience and intimate acquaintance with the Trade, and the best sources of supply, enable us to purchase direct from the Producers on the very best terms, and thus give us an advantage which enables us to offer our constituents the benefit of a considerable reduction in the price of all our Specialities as compared with similar articles sold elsewhere.

☞ *We wish it to be clearly understood that our prices cannot be beaten by any other firm in the Colony; and we trust it will soon become generally known that, quality for quality, our charges all round compare favourably with local rates; and in most instances with those ruling at home.*

Experienced qualified English Assistants ONLY *are employed in the preparation and dispensing of Medicines.*

GOODS FOR COAST PORTS

Whenever practicable, are despatched by first steamer leaving after receipt of order. Most articles can now be sent by the local Parcel Post. All retail orders of the value of five dollars and upwards are sent freight or postage paid.

Orders through Local Post or by Telegram receive prompt attention.

A. S. WATSON & Co., LD.
THE HONGKONG DISPENSARY.
HONGKONG.

BRANCH ESTABLISHMENTS.

A. S. WATSON & Co., LIMITED.
THE SHANGHAI PHARMACY, SHANGHAI, 24, Nankin Road.
BOTICA INGLEZA, MANILA, Escolta, 14.
THE CANTON DISPENSARY, CANTON, Canal Road.
THE DISPENSARY, FOOCHOW.
THE DISPENSARY, HANKOW.
THE DISPENSARY, TIENTSIN.

LONDON OFFICE,
166, Fenchurch Street, E.C.
Hongkong, 16th April, 1890. [1056

THE SONGEI KOYAH PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that the FINAL CALL of Five Dollars ($5) per Share is payable to the Hongkong and Shanghai Banking Corporation on or before TUESDAY, the 26th instant.

GIBB, LIVINGSTON & Co.,
General Managers.
Hongkong, 11th August, 1890. [1166

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark *an open hand in red.*

REJECT ALL OTHERS.

Agents in Hongkong
F. BLACKHEAD & Co.
Hongkong, 26th July, 1890. [1093

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Hunter, will be despatched for the above Ports, TO-MORROW, the 17th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 14th August, 1890. [1180

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

W. Allison, Commander, will be despatched as above on TUESDAY, the 26th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd August, 1890. [1108

Shipping.

STEAMERS.

FOR NAGASAKI AND KOBE.

THE Steamship

"PATHAN,"

Captain Roy, will be despatched for the above Ports, on TUESDAY, the 19th instant, at NOON.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 15th August, 1890. [1158

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODEIDAH, MASSOWAH, SUAKIM, JEDDA, SUEZ, PORT SAID, BRINDISI, TRIESTE, and VENICE and FIUME.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.

THE Company's Steamship

"MEDUSA,"

Captain G. Costanzo, will be despatched as above on MONDAY, the 18th instant, at NOON.

Cargo will not be received on board after 5 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 15th August, 1890 [1152

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"PAKLING,"

R. H. Machugh, Commander, will be despatched for the above Port, on or about the 18th inst.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 2nd August, 1890. [1134

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND, (DIRECT).

THE Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched about 20th August.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th July, 1890. [1038

STEAM TO STRAITS AND BOMBAY, (Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY,"

Captain J. F. Jephson, will leave for the above places at NOON, on FRIDAY, the 22nd inst.

E. L. WOODIN,
Superintendent.
Hongkong, 11th August, 1890. [1167

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"EUPHRATES,"

Captain Edwards, will be despatched for the above Port, on FRIDAY, the 22nd inst.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 12th August, 1890. [1174

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"BOKHARA,"

will leave for the above place about 24 hours after her arrival with the outward English mails.

E. L. WOODIN,
Superintendent.
Hongkong, 12th August, 1890. [3

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"N. B. LEWIS,"

Gallison, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.
Hongkong, 4th July, 1890. [1007

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, MARSEILLES, TRIESTE, HAMBURG, NEW YORK & BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ORIENTAL," Captain E. Stewart, with Her Majesty's Mails, will be despatched from this for LONDON VIA COLOMBO and SUEZ CANAL, on THURSDAY, the 21st August, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 9th August, 1890. [3

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO *viâ* YOKOHAMA and VICTORIA, B.C., on FRIDAY, the 22nd August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$225 00
To San Francisco and return, available for 6 months..... 393·75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Offices of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 12th August, 1890. [1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC"

will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 23rd August, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393·75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent
Hongkong, 11th August, 1890 [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 27th day of August, 1890, at 4 P.M., the Company's Steamship "PREUSSEN," Captain Reimkasten, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 26th August, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 5th August, 1890. [4

Intimations.

DAKIN BROS. OF CHINA, LIMITED,

DISPENSING CHEMISTS.
SELECT MEDICINAL PREPARATIONS.
ASTRINGENTS, DIARRHŒA & CHOLERA REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed.

Full directions accompany each bottle. Per bottle, $1.50 and $3.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakin's Chlorodyne is Sedative, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhœa. In bottles, 35, 75 cents, $1.50 and $2.7 .

Dr. Rubini's Essence of Camphor.—Valuable for simple Diarrhœa, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Bael (prepared from the unripe fruit of the Ægle Marmelos). Of great service in Diarrhœa and Chronic Dysentery. Per bottle, $1.

Dietetic Bael.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhœa and Dysentery. Per tin, $1.

DAKIN BROS. OF CHINA, LIMITED,
London, Hongkong, Amoy.

Hongkong, 12th August, 1890. [52

BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

☞ We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is,
"DISPENSARY, HONGKONG,"
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock :—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila. [5

DEATHS.

At Shanghai General Hospital, on the 9th of August, 1890, suddenly, JAMES SLOAN, a native of Port Glasgow, Scotland, aged 30 years.

At No. 3, E-wo Terrace, Shanghai, on the 9th August, 1890, KATHERINE, the beloved wife of Captain Robert Morton Andrew.

At No. 9, Nanking Road, Shanghai, on the 10th August, 1890, ELIZA, widow of the late Captain John H. Wills, aged 58 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 16, 1890.

HORACE, in depicting in one of his famous odes on the characteristic habits of old age, says that it shines in history. The *laudator temporis acti* referred to by the Roman poet is by no means a rare specimen of humanity; it is to be found everywhere and under all circumstances. It appears to be a law of nature that the human mind, when nearing the end, should throw vivid gleams over its past career and take pleasure in the retrospect. Cities and nations are governed by the same law. It is a common practice with the inhabitants of decaying commonalties to freely descant upon their past glories, leaving the present and the future to take care of themselves. A novel path has, however, been recently struck out by the scions of that decrepit colony located in our vicinity, yclept Macao. They still revel in prospective views of an imaginary future which they say is in store for the dilapidated city. Macao newspapers have times out of number given vent to these extraordinary prophetic vapourings about a probable regeneration and new birth of the Holy City; and some months since a Shanghai paper, the *Progresso*, now, happily, defunct, followed the same path, by commencing a series of articles under the auspicious title "The Future of Macao." The general opinion entertained by travellers who have taken the trouble to study the subject, and by commonsense people generally, about Macao is that it is a hopelessly decaying colony, that the ungrateful parent, fair Lusitania does not possess sufficient vitality to keep its most distant dependency alive and going, and that consequently Macao will at no very far distant date be either re-absorbed by China, whose troops are even now encroaching on Portugal's treaty rights, or return to its primitive desolate condition, like so many other islands we see scattered about this part of the China Sea. The Shanghai journalist above referred to was of the contrary opinion, as he endeavoured to peep into futurity and predicted a glorious time to come for old derelict Macao. His castle in the air was built in this fashion. He maintained that Macao should be made the centre of a direct line of steam navigation to Mozambique in Eastern Africa, Timor in Polynesia, and Goa in India. From the exchange of the products of three colonies with the Chinese products manufactured or prepared in the neighbourhood of Macao, a considerable amount of commerce was anticipated to arise, and thus the Holy City was once more to assume a leading place among the Far Eastern marts. But this prophet entirely left the question of the harbour of Macao in the background; nor did he point out where the Portuguese capitalists were to be found who would venture to buy ships and form commercial companies with head-quarters in Macao. He suggested that the Portuguese who are disseminated over Hongkong, Shanghai, and the other Treaty Ports of China and Japan, should form limited liability companies to run industrial establishments and engage in the shipping trade in the Holy City; but he forgot that the highly enterprising Lusitanians who flourish in this part of the world have not even been capable of starting a Steamboat Company of their own to run in the Canton river and between this great centre of trade and their great emporium—Macao. Thus, on entirely hypothetical grounds, the Shanghai *Progress* oracle, who doubtless meant well, built up his Macao of the future, and called upon his patriotic readers to admire that new Lusitanian Jerusalem, sent specially down from heaven for the "chosen people."

It is needless to say that such hopes, so characteristically Portuguese, belong to the region of impossibilities, and have never been realised. And yet the future of Macao is by no means hopeless, if the useless traditions of the past were at once shelved and a policy of progress in accordance with modern requirements fearlessly entered upon and resolutely carried out.

TELEGRAMS.

OBITUARY.

LONDON, August 14th.

Cardinal Newman is dead.

PARLIAMENT PROROGUED.

The House of Commons, after protracted sittings, has finished the Supply Bill, and was prorogued on Tuesday.

LOCAL AND GENERAL.

H.M.S. *Mercury*, Capt. Balfour, left this port for Japan this morning.

THE August Sessions commence on Monday. There are some half dozen cases.

A REGULAR meeting of Perseverance Lodge, No. 1165, E.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE illiterate inhabitants of Portugal are officially stated at 80 per cent. of the entire population. There is a world of suggestion in this startling fact, when viewed in connection with Portugal's retrogression from the front rank of European nations.

A CORRESPONDENT ventilates a personal grievance in a short letter to us. He engaged a second-class cabin on the *Japan*, to return to Singapore, and when he went on board the captain told him that it had been let to somebody else. Pretty hard lines, but not unknown.

THE U.S.S. *Monocacy* left Shanghai on Saturday last for Ningpo. It appears that Chinese rowdies at that port are in the habit of visiting a Chinese theatre which is an American enterprise, and refusing to pay. As the Chinese authorities do not seem able or willing to interfere, the *Monocacy* has been sent to see that the interests of the American proprietor are protected.

THE *Comercio* of the 7th inst. says—This morning, when the Lottery was being drawn, a curious spectacle was witnessed. A man who was watching the drawing, seeing after some time that his ticket had not been drawn, and despairing of such an event, turned to a Chinaman and offered to sell it, probably at half-price. The pagan closed with him, and a few moments later heard that the ticket had gained the second prize. The late owner banged his head against the wall and slunk away full of chagrin.

THE Victoria Recreation Club aquatic sports are to be held on the 5th and 6th proximo.

TIENTSIN is not alone in its floods, as Hankow and Kiukiang have also suffered, for on the 8th instant the water was flowing over the Hankow bund, and the race course was flooded, the watermark registering 46 feet 8 inches.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's extra steamers *Canton* and *Gwalior*, the former left Bombay on the 14th inst. at 10 a.m., and the latter left Singapore yesterday at 5 p.m. for this port.

TO-MORROW morning between, 9 and 10.30 o'clock, the steam-launch carrying the Bethel flag will call alongside any vessel hoisting code pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

IT has just been discovered that France pays every year the huge sum of £80,000 out of the public funds in subsidising newspapers. Of course, the first duty of the "kept" journals is to puff the Government, or, if that is too much to expect sometimes, keep silence—golden silence.

GAMBLING-HOUSES of a low and infamous character are greatly on the increase in the colony, and the police know all about them? Why are these dens not 'broken up' and example made of the proprietors, who, by the way, are not all Chinese? Ill-natured reports about bribery in connection with the "foorce" are pretty general just now.

THE dignity of the Bench will need strongly propping up if the Senior Stipendiary extends his hospitality much further. On occasion he admits into the sacred *arcana* the very promising olive branches of our new Colonial Chaplain, who improve the shining hour by laboriously practising shorthand. The effect is too suggestive of a night-school to be impressively dignified.

THE indifference displayed by H.E. Li Hung-chang at the partial destruction of the railway has evidently inspired the wits of Tientsin, where the following Express was circulated on the 5th instant :—

RAILWAY.

Tenders wanted for the removal of about 100 miles of railway, and the destruction of bridges, etc. Also for the purchase of the entire plant, including rails and machinery, suitable for switch-back railways or river improvement works.

A small quantity of light rails, which must also be disposed of, might be usefully employed in strengthening roofs and buildings in the foreign settlements.

For further particulars, apply to
RAILWAY COMMISSIONERS.

AMONG the pile of newspapers despotically stopped by the Manila authorities as "contraband" some time ago, was a Madrid journal which reported certain Parliamentary proceedings. Señor somebody inquired what salary the Governor of Manila got. He was informed that the remuneration for that important vice-royalty was $45,000. "Then how could he remit $300,000 in about a year?" was the next question—and it was not answered. We occasionally puzzle ourselves, in much the same way, by reflecting on the incongruity of a number of Public Works Department officials who get $100 a month—or less—and drink champagne thirty days in the month, live at the rate of three times their salaries, and yet manage to acquire houses and lands and large credits at the bank. How is it done?

"BURGLARS! Thieves! Robbers! Brigands! Ta! Ta! Ta!," were the shouts echoing throughout Staunton Street at three o'clock this afternoon. A passer-by who heard it at once brought to mind the '78 piratical attack down Lascar Row way, and started off full tilt for the Central Station, where he fell breathless in the Charge Room, and with his last gasp electrified the detective staff with the awful words "brigands! murder! Staunton." At once Detective Inspector Stanton and Detective Sergeants Haddon and McIver rushed at the rate of knots up to Staunton Street, where they found hundreds of Chinamen of the lower class in the wildest excitement. The street was completely blocked with a seething mass of humanity pushing and shouting at the top of their voices. To add to the "shindy" a number of women were seen craning their necks out of windows and pelting all kinds of rubbish, filth and rotten eggs down on the heads of the multitude below, who in their turn bellowed forth "ta! ta!", till all was blue. After receiving a good deal of battering and bespattering with indescribable missiles and "too muchee olo" eggs, the detectives succeeded in ascertaining that it was a big clan fight—Swatow *versus* Canton—and that several of the combatants were badly wounded, while one man had been carried off to Hospital in a generally chopped up condition. A good squad of the combatants will be "up" at the Police Court on Monday.

THE importance of having a well-defined and international rule by which the positions and movements of vessels are regulated is self apparent. While the red and green lights indicate the position of another vessel they give no indication whether the said ship is keeping her course or is being steered round to port or starboard. To give this information a plan has been invented and patented by Mr. Robert Pickwell, of Cardiff. The appliance, which comes from the same gentleman who invented the ship's self-registering compass, is attached to the steering wheel or appliance, and is actuated by its movement. Connected with this portion of the arrangement are two white lights, fixed either above or below the present port and starboard lights, and about 4ft. distant from them. In front of each of these two white lights is a sliding shade having a green and red glass; and the practical working of the appliance is as follows:—If the ship be keeping her course with an easy helm, then a captain meeting such vessels would see a white light over or under the port or starboard light, and he would know the fact as well as if he were on board the vessel. If the captain on the approaching vessel saw two red lights one over the other on his port bow, or two green lights one over the other on his starboard bow, he would know for certain that the vessel was being steered away from his course, and was every moment giving him a wider berth. This would hold good whether he was on her port or starboard side. On the other hand, if he saw the red and green, one over the other on either the port or the starboard bow, he would then know for certain that the vessel was steering right across his course, and every moment coming to closer quarters. The Captain on the look-out would also be able to see if the vessel changed her course, and that at the moment such change was made by the other vessel. The above being the case, the common simple rule of the road with vessels fitted with the above invention would be:—A coloured and white light—vessel keeping "straight course;" two lights of same colour (red or green)—"safe;" two lights of different colours (red and green)—"danger."

JUDGE: "And what did the prisoner say when you told him that you would have him arrested?" Complainant: "He answered mechanically, yer honour." Judge: "Explain." Complainant: "He hit me on the head with a hammer."

"YES, my master gave me $50 to pay to the Sik Kee shop, but as I got down into Lower Lascar Row, somehow, and there lost it in gambling. I don't think it is right to charge me with stealing the money. I lost it—in gambling no doubt; but it was lost anyhow," is what a cheeky young shop apprentice said to Mr. Robinson at the Police Court this morning, when brought up on a charge of stealing $50, the property of his master. After absenting himself from his master's shop for a fortnight this promising young "counter-jumper" coolly returned yesterday, took a light, went away up into the cock-loft and started to pack up preparatory to clearing altogether, but was, however, speedily handed over to the custody of a passing "slop," with the result that he is now going to "do" six months, and be placed in stocks outside his boss's shop for eight hours during his "time."

A LITTLE while back we complimented the Surveyor-General on the way he had perfected the drains and prevented heavy rainstorms from doing any very serious damage. Now, we regret to say, we feel bound to point out to that urbane official the desirability of changing from the jackass system of laying down the new mains along Queen's Road East. From Murray Barracks to the Ordnance Department half of highway—the only thoroughfare connecting Wanchai and the other eastern districts with the city—is half torn up, and pipes lie all around awaiting workmen. In the whole five hundred yards there were not twenty coolies at work to-day, although the perpetual crush of traffic and frequent collisions testified to the urgent necessity of hurrying the work up. Last night, indeed, the whole road was blocked, and rickshas had to actually run along the footpath for a considerable distance. If a double set of workmen had been put on during the day that would have been obviated.

DEATH has been busy among Shanghai people the last two or three days, says the *N. C. Daily News* of Monday last. The *Hsinyü* left there for the North on the 2nd, and her commander, Captain Richard Andrew, was taken ill on the way up and by the advice of his brother-in-law, Captain Robert Andrew, was landed at Chefoo. His wife went up to join him on Wednesday morning; but he died that night, and the flags of the China Merchants' Company's steamers were at half-mast on Saturday out of respect to one of the most trusted and most generally popular of the company's captains. He was more than once sent home to bring out new steamers for the company, the last being his late command, the *Hsinyü*. On Saturday his sister, Mrs. Robert Andrew, was taken away, a lady well known here, where she had resided for many years, and greatly liked and respected. Yesterday Mrs Wills, another old resident of Shanghai, whose husband, it will be remembered, was on board the steamer *Ash*, which left Nagasaki for Shanghai coal-laden many years ago and has never since been heard of, was also taken away. Nor do these deaths complete the tale, as our obituary column shows. Mr. Colquhoun, chief engineer of the *Feilung*, was taken ashore at Chefoo last week suffering, it is stated, from cholera.

THE editor of the *China Mail* has mistaken his vocation—he ought to have been a judge. He might have made a good one—you can never tell—anybody can be a judge, but it takes a smart man to be an editor. Pending his appointment, however, the director of our alleged contemporary is keeping his hand in by reviewing Mr. Justice Wise's *dicta*, and putting him straight on a few points. The case of Ho Kam Po *v.* P.C. Miller, tried on Thursday, was exhaustively reviewed, editorially, last night, and as a model of distorted facts and specious want of logic we award it the prize. A Chinese schoolmaster, a "Christian"—a party who cold-bloodedly asserted that his wife was half-killed by the defendant, and then pointed to a Heaven which he doesn't believe in, to clinch it—sued a constable for assault, and illegal arrest, and malicious imprisonment, and concealment of birth, with attempted arson as a reserve issue. And Mr. Justice Wise actually didn't believe either him or his converted relatives, although Dr. Chalmers was their champion. So the organ of the Loard wastes two columns of suppositious argument, founded on wind, to show that the policeman was a dastardly ruffian who ought to be boiled alive. The writer says, for instance, that "even if, in his wrath, he (the Christian pedagogue) said "Ta!" there was nobody to "ta" six strong men." There didn't happen to be, but that was due principally to the fact that P.C. Miller very properly and promptly yanked the harmless old party out by his tail, and nipped the rebellion in the bud. The *China Mail* man is safe from such indignity—at any rate the law would grasp him by the ears, as the longest and readiest "holt."

THE Australians are certainly going ahead in a business-like manner in their march towards political and social freedom. An "Australasian Republican Association" has recently been formed at Charters Towers, Queensland, with the following programme, which was unanimously adopted:—"That while declaring the following to be the fundamental principles and aims of the association, and while conscious that no reform can give effective and permanent relief to labour that does not involve the legal recognition of equal rights to natural opportunities, we nevertheless, as measures of relief from some of the evil effects of ignoring those rights, favour such legislation as may tend to reduce the hours of labour; to prevent the employment of children of tender years; to avoid the competition of convict labour with honest industry; to secure the sanitary inspection of mines. Universal suffrage and Triennial Parliament. A direct tax on the land values, irrespective of improvements. We also desire to simplify the procedure of our Law Courts, and diminish the expenses of legal proceedings, that the poor may be placed upon an equality with the rich and the long delays which now result in scandalous miscarriages of justice may be prevented. Abolition of capital punishment. Australia for the white man. Complete, general, technical and professional education. That the Government issue all money without the intervention of banks. Mining boards and inspectors to be elected by the people. That no foreign labourers be allowed to accept employment or employers be allowed to employ such labour at rates of wages below the trades union rates fixed for their trade. We call upon all who seek the emancipation of labour and who would make Australia a democratic commonwealth of free and independent people to join with us in organising a party on this broad platform of national rights and equal justice. In support of the above we solicit the co-operation of all patriotic citizens who, sick of the degradation of politics, desire by constitutional methods to build up the republic of the Southern Seas, to establish justice, to preserve liberty, to extend the spirit of Australian nationality and to elevate humanity. The nationalisation of the land, which should not be alienated but should be leased. That the Association should be opposed to any Australian legislator accepting a title from the Imperial Government."

OUR anonymous correspondent's letter requires a lot of thinking over. There is no doubt a great deal of truth in what he says about corruption in the Public Works Department, but we require authenticated facts before we can publish serious charges against individuals. Will our correspondent favor us with a call at any time suitable to himself, when the information he has sent us can be thoroughly analysed.

MACAO has a dangerous rival after all. Lima, the capital of Peru, is pronounced to be the headquarters of all the world's mongreldom. Its population is the product of three centuries of race-crossing, and a scientific investigation finds easily distinguishable among the inhabitants the following crosses :—

Cholo, offspring of white father and Indian mother.

Mulatto, offspring of white father and negro mother.

Quadroon, offspring of white father and mulatto mother.

Quinteroon, offspring of white father and quadroon mother.

Chino, offspring of Indian father and negro mother.

Chino Cholo, offspring of Indian father and Chinese mother.

Chino Oscuro, offspring of Indian father and mulatto mother.

Sambo Chino, offspring of negro father and mulatto mother.

Sambo offspring of mulatto father and Sambo Chino mother.

Sambo Clare, offspring of Indian father and Sambo Chino mother.

These are the most noticeable crosses, but there are said to be many others, so that Darwin, had he lived long, might in time have actually proved his famous theory.

THE "G. H. WAPPAUS" CASE.

At the Police Court this morning, before Mr. Wodehouse, Paulus Hansen, master of the British barque *G. H. Wappaus*, again attended to answer the charges of having left the Colony without a certificated mate on the 18th April, and with making a false entry in his log-book.—Mr. Johnson, Crown Solicitor, prosecuted, and Mr. D. E. Caldwell defended.

Mr. J. M. Beck, clerk in charge at the Telegraph Office, said that a telegram was sent by the defendant to a Mr. Möller at Shanghai on the 14th April and a reply came, but the copies had been sent to Singapore, and could not be produced.

His Worship—I wish to be quite clear about the falsification of the log.

Mr. Johnson put in the log-book, which bore the entry on the 18th April—"John Duff never shipped as mate in this ship."

His Worship—Well, he didn't.

Mr. Johnson—No, because he never had a chance to do so. It is entered as if he intentionally deserted her. The entry should have read "We sailed without him, as he had no opportunity of coming on board." Coupled with the entry in the ship's articles, which says that he received $100 for the run to Foochow, $50 of which were advanced, it looks as if he had made off with that amount.

Mr. Gutierrez, shipping clerk at the Harbor Office, produced the ship's articles, which shewed that a man named Murray had signed on as mate in Amoy last December, and signed on again here on the 15th April as able seaman, because he had no certificate.

Murray was called, and stated that the vessel arrived here on the 25th March last, and Capt. Hansen decided to leave on the 17th April. Witness had been acting as mate since February 1889, having been previously boatswain in other ships for five years, at a salary of $25 a month. As acting mate he first got $30, then $35, and then $40. He had no certificate, and had been an able seaman for fifteen years. He signed on here in April last at a dollar a month, as able seaman.

His Worship asked why the defendant had acted as he did?

Mr. Johnson—Because with this man as mate he could not clear his ship, so he signed Duff on.

Mr. Caldwell, for the defence, said that no doubt the gallant captain at the Harbour Office, in instituting these proceedings, thought he had got hold of what was metaphorically termed "a bit of fat," in the shape of a master who had snapped his fingers at the Shipping Ordinance. The two charges were certainly serious enough, if no explanation could be given, but ample evidence had been produced to shew the defendant's *bona fides*. With respect to the first charge he submitted that the captain had telegraphed to Shanghai that he could not get a man, and was told to try Foochow. He found Duff, however, and agreed to give him $100 and a first-class passage back if he would ship as mate to Foochow, which shewed how determined he was to spare no expense to get a certificated mate. It had been suggested that Duff got the $50 advance to sign on, and was then left behind through misleading messages, in order to save the other $50 and the return passage. Where was the saving to the defendant? It was only a gain to the owner, whilst the captain ran all the risk. Was it not more likely that Duff deserted the ship on purpose than that the defendant would "cumshaw" him $50 for signing the articles? With respect to the second charge, Mr. Caldwell submitted that there was not a scintilla of evidence in support of it—Duff did not ship, and the log simply recorded the fact.

Mr. Johnson, for the prosecution, urged that the defendant acted as he did in order to save $50 and the passage money, his whole conduct shewing premeditation. If Duff did not go on board when he ought the defendant should have shipped a substitute, and reported Duff as an absentee. If the first charge was proved it followed that the second must be, also. What object had Duff, if he was hard up, in not going aboard and earning $50 for a few days' work? None; on the contrary he had to fear the return of the ship, and the accusation of getting the $50 advance improperly. Yet he was here, at the same address, when the ship returned. With regard to the penalties, on the first charge the defendant was liable to six months imprisonment, or $50 fine, or both; and with respect to the second, the maximum was six months imprisonment or £100 fine.

His Worship said that it was quite clear that the vessel left on the 17th April without a certificated mate, and he had only to decide whether that was done deliberately and maliciously, or a necessary act, in consequence of Duff's desertion. The witness Murray had admitted acting as mate for some eighteen months, having done so in other ships, and having previously been a boatswain. In Hongkong he was prohibited from acting as mate, and he shipped as able seaman at $1 a month, after having been in receipt of $40 a month before. Duff was engaged to take his place to Foochow, for $100 and a return passage, but when he went off to join the ship she had gone, afterwards anchoring outside for twenty-four hours, of which he was naturally ignorant. The evidence showed that Duff was not unwilling to go, but on the other hand there was obviously the motive of gain to influence the defendant in sailing without him. Besides that, it was probable that he wanted his former mate, Murray, to keep the place, the vessel having cleared. His Worship therefore found that Duff did not desert the ship, but that the defendant deliberately left the Harbour without a certificated mate, and that the entry in the log, coupled with that in the articles, was deliberately false. With respect to the penalties he asked Commander Rumsey, the Harbour Master, if he pressed for heavy ones.

The Harbour Master—I think it should be substantial, because it is an offence not easily detected, and done very cleverly in this case.

His Worship imposed a fine of $50 in respect to each offence.

THE ROBBERY FROM MESSRS. LANE AND CRAWFORDS'.

Ho Alum, an employé of Messrs. Lane and Crawford, was again brought before Mr. Robinson at the Police Court this morning, and charged with receiving a quantity of cigars, scents, knives, sauce, glass-ware, etc., etc., to the value of fully $60, knowing the same to have been stolen from his employers. Mr. Bowles, of Messrs. Wotton and Deacon's office, appeared for the prosecution, and Mr. Mossop defended.

The prisoner said that in addition to his statement of last Wednesday he wished to add, that the money which was found in his box at Messrs. Lane and Crawford's was obtained by means of a loan from a regular Chinese Loan Association.

His Worship:—After carefully weighing the evidence in this case I am of opinion that it is overwhelming as regards the prisoner, whom I find guilty of feloniously receiving stolen goods, knowing them to have been stolen. I therefore sentence him to five months' imprisonment with hard labour.

Ng Aun, a coolie in the employ of the same firm, was then placed in the dock and charged with stealing the articles which the last prisoner, Ho Alum, had received.

The prisoner said that he resided outside the shop and remembered Mr. Denson and Mr. H. Crawford searching his room on the 31st ultimo, and therein finding the four boxes of cigars now in Court. Ho Alum sold them to him, and prior to buying them he asked how he became possessed of them, when he said "a coolie told him they were not wanted." He gave Ho Alum a dollar for one box and 60 cents each for the others which, when the bargaining was going on, he said the master gave to him as "old, useless samples." The dozen singlets were given to him by Alum who stated they were "discarded stuff damaged by water," for which reason his master had given them to him. Alum also sold him the pocket knife which he said was a "cumshaw from master last year." Witness had cleaned it since, and made it look new. The half dozen bottles of sauce were given him by Alum a week before his arrest. As to the four bottles of scent, three large bottles of sauce and two dozen socks he at first knew nothing, but saw the last defendant coming down stairs that Thursday at 2 o'clock p.m. and asked him whence he came, Alum answered "from your room" whither he had been to "plant" some things taken from the shop. He told him (prisoner) that he could use a bottle or two of the sauce. He at once went up to his room and there saw the things stowed away between the bedding and the wall. He also found some glasses there which had not been picked up from the rubbish heap.

Cross-examined—He never offered to give evidence. His room was never locked up.

Mr. E. Denson, manager of the stores department at Messrs. Lane and Crawford's, said the defendant was head coolie and packer, and as such had been in the firm's employ for several years. It was a position of trust. Had he seen the defendant carrying stores it would not, necessarily, have created suspicion in witness's mind. The cigars in court were valued at $2 a box, selling price. The "Reina Victorias" were, he believed, a practical monopoly of the firm in this colony. As to the "Damas" cigars, the firm when out of stock was unable to get "Perlas" with "Damas" marked on the box. He thought that his firm alone imported the Damas "Perlas." Their selling price was $3 per box. He could easily identify the singlets, for they were not damaged at all, and were composed of extremely fine silk, made to their own order. The knife in court was new. If re-burnished, as the defendant stated, the original (maker's) burnish would be lost; but he could clearly see that the original burnish was on the blade. The scents were such as his firm imported regularly. Since the 31st ultimo he had taken stock and found four boxes of scent short, in all three dozen bottles. Their value was $2 per bottle. Such goods as those in Court had not been sold to the servants. Prisoner's wages were $9. The firm did not keep sample boxes of cigars.

Cross-examined—He could not swear that no one else sold half-pint bottles of Worcester sauce. His firm kept it in half pints for the supply of ships. The singlets were a speciality. He spoke as an expert on the subject and could give further particulars but would rather not as it was unpleasant to reveal "trade secrets." The socks were wrapped in paper which bore his own private mark.

Mr. Mossop then submitted that there had been no proof of larceny, only some facts adduced pointing to possession, and he asked his Worship to acquit the defendant.

His Worship—I find the prisoner guilty, and sentence him to six months' hard labour.

A CHINESE LADY PHILANTHROPIST.

A Canton correspondent forwards the following translation of a Chinese obituary notice of the late Mrs. Howqua, who died in June last, it ran as follows :—This virtuous and charitable lady, mother of Mr. Howqua at Honam, well known to most Europeans who have visited Canton, has just passed away in a most quiet and peaceful manner at the age of 73. She was a native of Anhui province and the seventh daughter of a Taotai, by name Yu-tung-shun, and was married to Mr. Howqua's father when she was in her seventeenth year. Her married life, however, was of short duration; at the early age of twenty-one, she lost her husband, and was left with two infant children and a very large establishment to look after, which, by all accounts, she managed in a most able and economical manner.

Charity was one of her many virtues, and she was always happy when an opportunity offered for its display, she had on her list over one hundred pensioners, to whom she distributed clothing, food, medicines, congee and tea, and to those unable to defray wedding or burial expenses, she was a sure and helping friend; but she had the greatest aversion to receive personal thanks in return.

During the rebellions which occurred in the 5th and 9th years of Hsien-feng, when thousands of people took refuge in Canton, this good lady established relief stations for the distribution of cash and congee, and bought a piece of ground at the village of Tsofang, on which she had a building erected for the shelter of many of the starving and frightened people; the inmates were provided with food, clothing, and medicine, besides nurses for those who were about to become mothers. During this period over one hundred children were born and cared for, and when the rebels retired she gave the refugees

sufficient food to last one month, and money to pay their passage back to their native villages. To defray this great expense Mrs. Howqua had to pawn all her jewellery. The noble deeds and self sacrifices performed by this great and good lady having been brought to the notice of the high authorities at Canton, they were pleased to report the same to the Emperor, who issued an Imperial decree granting her a title stating that she was noble and charitable.

Most of the high officials called to pay their last respects as she lay in her coffin awaiting a propitious day for removal to the family tomb.

THE RESIGNATION OF ADMIRAL LANG.

An "inspired" Chinese apologist, who adopts the *nom de plume* "Nameless," writes to the *N. C. Daily News* as follows, on the above subject:—"Your article of the 31st of July on the resignation of Captain Lang from the Pei-yang navy is very able and excellent, and it is only fair that the Chinese side is also heard from before final judgment is passed on the case. That the Captain is an efficient, honourable and capable officer in every way, I do not, for a moment, dispute; but what his real position in the Chinese navy was is what I propose to bring forth. In Viceroy Li's memorial to the Throne of his engagement of a foreign officer as naval adviser to the Pei-yang squadron Captain Lang was called Brigadier-General Lang. That a Brigadier-General is not an Admiral is plain, and that a naval adviser is not Commander of the navy is equally plain. How Captain Lang became generally addressed as Admiral Lang is inexplicable, perhaps through courtesy, but it is certainly carrying courtesy too far. Being only a Brigadier-General in rank and naval adviser in position, Captain Lang could not have been the equal of Ting, who was appointed by Imperial Decree as the Admiral of the Pei-yang naval forces. True, the literal translation is Major-General, but it being the highest military rank of both the army and the navy in China the term of Admiral is not inapplicable. People, as a rule, underrate the powers of Admiral Ting and believe he is under the thumb of Viceroy Li. Far from being so, Admiral Ting can memorialise the Throne independently of the Viceroy and can offer his humble opinion to his most august Majesty without consulting the Board of Admiralty. The engagement of Captain Lang as naval adviser to the Pei-yang squadron was really a concession on the part of Admiral Ting, who, knowing his own deficiencies, acquiesced complacently in the wishes of Viceroy Li. Had he objected from the first, the Viceroy, great and powerful as he is, would have thought thrice before daring to force an adviser on him. It is obvious, then, that Captain Lang bore the same relation to Admiral Ting as Mr. Denny did to the Prime Minister of Corea!

Bearing these facts in mind let us review again the Hongkong incident in a new light—in the Chinese light, if one likes to call it so. Admiral Ting set out for Hainan with four cruisers, and the Admiral's flag was hauled down because the Admiral had gone. Suppose the Admiral's flag were left flying the public would have been led to believe there were two Admirals on board the Pei-yang squadron, and there was only one. Captain Lang thought otherwise and complained; the Viceroy, valuing his services, tried to please him without coming into conflict with Admiral Ting, so he ordered the flying of a flag with four, instead of five, colours. Viceroy Li can do many things, but he could not make Captain Lang an Admiral without the Throne's sanction, and the Throne had already appointed Ting as the Admiral. Captain Lang chose to consider the attempt on the part of the Viceroy to please him as an offence and being so offended he resigned. At all times orders were issued in Admiral Ting's name, so Captain Lang had really no authority to be deprived of. As a naval adviser Captain Lang did his duties faithfully, he brought the fleet into shape, he disciplined the men well, he manœuvred the squadron in perfect manner, and in all these he was well seconded by the Captains and officers, some of whom had received their education at home and had served in the British navy. True, the valuable services of a very valuable officer are lost to the Chinese navy, nevertheless the navy will stand. I do not say it can, at once, be matched against the powerful navies of Europe, still under her present Admiral, captains and officers she will grow strong and mighty. A navy is not built in one day. China can afford to wait."

Commenting on the letter the editor very pertinently remarks:—Our correspondent's letter is founded on a complete misconception. Captain Lang was neither a naval instructor nor naval adviser to Admiral Ting. Indeed in a quite recent number of the *Peking Gazette* he is called the "Deputy Commander-in-Chief" of the Peiyang squadron. When at Lord Salisbury's solicitation he consented to rejoin the Chinese service, he stipulated and agreed distinctly with the Viceroy Li that he was to be in all respects Admiral Ting's equal, with "the say," as it is called in commercial parlance. The whole executive was to be in his hands, but Admiral Ting, to save "the face" of the Chinese, was to be his nominal equal. All orders from the government, or from Li to the squadron, were to be addressed jointly to Admirals Ting and Lang, and all despatches signed by them jointly; and these stipulations were carried out until the incident in Hongkong. The ignorance and utterly unsailor-like bearing of Admiral Ting, who to this day hardly knows the bow of one of his ships from the stern, were cheerfully borne by Admiral Lang in his zeal for the task he had been persuaded to assume, of licking the Peiyang squadron into shape, and he would be the first to allow that he was "well seconded by the captains and officers" who "had received their education at home and had served in the British navy." If he were merely naval adviser, he would not require any rank at all; it was because he was the executive of the squadron, responsible for it, that he and our government insisted that he should have equal rank with his colleague Major-General Ting. The suggestion that Captain Lang must have been called Admiral "through courtesy" is altogether too childish.

There is too much reason to fear that this dismissal of Admiral Lang is a part of the reaction against foreigners that is going on in China, and we should not be at all surprised to learn that the departure of Admiral Ting from Hongkong to Hainan, and the subsequent insult to Admiral Lang, were prearranged with the intention of getting rid of that gentleman. To have a man of strict integrity in such a position is not at all satisfactory to Chinese officials. Admiral Ting found it more difficult to fill the officers' berths with the cousins and uncles of his own dependents; and Admiral Lang's strictness was inconvenient in many ways, which will be understood without detailed explanation. The high officials, too, are beginning to think that they can get on without foreign assistance or persistence in new ways. The Board of Admiralty, we learn, has gone into utter confusion since the Marquis Tsêng's death; there is nobody now in Peking who takes the least interest in it, or cares the least what becomes of it. For the moment there is no foreign question pressing on the attention of the government at Peking, and the party that asks only to "stand on the ancient ways" has got the upper hand. The indifference that the Viceroy Li displayed the other day at the destruction of a large part of the railway is a sign of the times. Since the Marquis Tsêng died, there is no one to urge the country forward; he himself was afraid to do much, but his influence was on the right side. The outlook now is as unpromising as it can be. Even the most ardent admirers of the Viceroy of Chihli must be a little shaken by the duplicity he has shown in Admiral Lang's case; a duplicity which he and his Admiral Ting will both not improbably regret before very long.

EDITORS' PERILS.

The popular idea as to an editor's life is that it has most of the sweets, and very few of the bitters which fall to the lot of other beings. How far this is the case only those who have had an extended practical experience of editorial work can form a just conclusion. Even the editor of a small country weekly journal—a man who sometimes, in his own person, combines the parts of proprietor, editor, reporter, and general overseer of the concern—has his perils, and to his mind, the pleasures are very few and far between. In a word his experience is often the exact reverse of what happens to be the popular belief.

It will probably be a surprise to be told that editors have an unusually large proportion of perils to face. Some have a distinctly humorous side, though whether the scribe so regards them is open to question. For instance, the writer, while connected a few years ago with a leading local newspaper in a northern county, was suspected of having written a sketch which was held to be to the detriment of some hundreds of men engaged in making a new dock in the neighbourhood. As a matter of fact, the real culprit was not even suspected.

A number of the navvies were told off by their comrades to watch for the writer in the streets after dark, and in the event of succeeding therein, they were to give him a thorough sousing in the harbour as a punishment for having hinted that the wielders of the pick-axes and shovels did not earn their wages. Fortunately the scheme became known outside, and the intended victim could not be caught. He was, however, informed by letter, by one of the foremen of the gang—the leader of the aggrieved party—that if he dared to show himself on the dock works again the navvies would wreak summary vengeance on him.

The laws of England provide a host of perils which have to be faced by the editor—how many the wisest cannot tell. Libel is the most prolific source of anxiety, it being well known that some of the shadier solicitors are always on the watch for statements or references which may possibly provide material for a case if the persons referred to can only be persuaded that they have been injured thereby. This class of peril is often too serious to be made the subject of mirthful comment. While in America or in France an editor would be called upon to justify, by lethal weapons, statements made in his journal, here the business is conducted by legal process to the great enrichment of the lawyers, the discomfiture of the defendant, and generally to the financial benefit of the plaintiff—especially if the awarding of damages rests with a jury.

There is a more demonstrative side to the question of editors' perils, but happily for the wearied journalists, it is rarely practised in England, though one does occasionally hear of editors of alleged comic papers getting thrashed for impertinent and distasteful remarks which find a place in their columns.

America, that land which has a record for everything sensational, furnishes numerous instances of editors being lynched and assassinated. One of the most striking features in the history of American newspapers, indeed, is the danger to which those connected with them are exposed when they offend the public. Some of the exciting incidents connected with this phase of American life are related by Mr. Hudson in his 'History of United States Journalism.' In 1789 a band of armed Federals took possession of the office of the 'Aurora,' in Philadelphia, and beat the editor and his son within an inch of their lives. During the war of 1812, between England and the United States, the mob twice demolished the offices of the 'Baltimore Republican,' which was opposed to the continuance of the war.

In more recent days, Colonel Webb, the editor of the New York *Courier*, found it necessary to bring his West Point education into practice; he turned his building into a fortress, armed his porters, editors, clerks, printers, and friends, and quietly waited an attack. The mob marched down Wall Street, prepared to demolish the establishment. They halted before it, but all within was still and silent. The mob was packed in a narrow street, expecting the signal to begin the assault, when someone told them of Webb's preparations. In a short time the street was empty.

During the "draft riots" of 1863 the office of the New York 'Tribune' was surrounded by a mob of five thousand people, some of whom had got within the walls and had begun to set it on fire, but the courage of the police and a timely scare drove off the rioters.

Another form of editors' perils used to be far from uncommon in America, in the shape of assassination or attempts at that form of outrage, but no case is on record as having occurred within recent years. In 1868 the editor of the Richmond 'Southern Opinion' was shot at his office door. The assassin was captured and tried for the offence, but was acquitted. In the previous year the editor of the Warrenton *Clipper* was shot in the street. In this case, however, Nemesis was on the track of the offender, a band of the Ku-Klux revenging the editor's death by breaking into the prison where the murderer was confined, smoking him out of his cell, and then lynching him. A less serious, and decidedly more amusing incident, was reported in 1870, when a Chicago editor was cow-hided by an English actress who felt aggrieved at his criticism of her performance.

French journalists are frequently called upon to defend their opinions at the point of the rapier—happily not often with more serious results than a slight prick. So seldom do these "affairs of honour" end seriously, that they are commonly regarded merely as jokes practised by men with a lack of brains. The position of champion duellists used to be held by the conductors of a Massachusetts journal, the Vicksburg *Sentinel*. One of its editors, Dr. Hagan, fought several duels in consequence of a controversy about cotton. He had also desperate encounters in the streets with a rival editor, which ended in a duel. Afterwards the doctor became involved in more *rencontres* in the public thoroughfares, but he gave up the practice of constantly carrying arms. He was ultimately killed in the streets by a man who took offence at an article reflecting on his father. The next editor was badly wounded in a duel with revolvers at fifteen paces, and his successor a day or two afterwards was attacked in the street, and killed his antagonist. The succeeding editors were thus disposed of: James Ryan killed by N. E. Hammet, of the 'Whig.' Next, one Walter Hickey, who had several rows, and was repeatedly wounded; he was soon afterwards killed in Texas. John Lowins was imprisoned for the violence of his articles, which caused a sarcastic contemporary to suggest that he perhaps thought the gaol was the safest place to live in.—*Tit-bits.*

Intimations.

EMPIRE PALE ALE. EMPIRE XX STOUT.

JUST TO HAND, A FULL STOCK OF THE ABOVE, IN SPLENDID CONDITION.

THIS justly favorite Beer is rapidly superseding all English and German Beers in China Japan, and the Straits Settlements, owing to its absolute purity and the entire absence o Chemicals.

VIDE ANALYST'S REPORT.

EMPIRE EXTRA XX STOUT.

As supplied to the Hospitals and Infirmaries. Strongly recommended by the Faculty for its strengthening properties and adaptability for hot climates.

IN BOTTLES AND CASKS.

EMPIRE PALE ALE ...	Pints	per dozen	$ 1.50
	Quarts	"	2.50
	9-Gall. Cask	per cask	6.00
	18-Gall. Cask	"	10.00
DOUBLE XX STOUT...	Pints	per dozen	1.60
	Quarts	"	2.60
	9-Gall. Cask	per cask	6.50
	18-Gall. Cask	"	12.00

SOLE AGENTS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ld.)

Hongkong, 29th July, 1890. [3

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [475

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it.—A. S. Watson & Co. (Ltd.), agents in Hongkong and China.—*[Advt.*

To-day's Advertisements.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 16th inst., at 8.30 for 9 O'CLOCK precisely.

Hongkong, 16th August, 1890. [1172

THE GREATEST NOVELTY TRAVELLING IN THE EAST.

KLAER AND OLMAN'S CIRCUS AND TROUPE OF PERFORMING ANIMALS, BOWRINGTON.

LAST FEW DAYS.

POSITIVELY LAST WEEK.

THIS EVENING,

Doors open at 8; Commence at 9 o'clock, Weather Permitting.

PRICES OF ADMISSION:

Dress Circle (Chairs)$1.00
2nd Class (Carpeted Seats).....0.50
3rd Class 0.25

Soldiers and Sailors, in Uniform, and Children under 12 years of age, half price to 1st and 2nd Classes only.

I. OLMAN, Business Manager.

Hongkong, 16th August, 1890. [1170

STEAM TO MANILA, VIA AMOY.

THE Steamship

"NANZING,"

Captain Talbot, will be despatched as above, on MONDAY, the 18th inst., at 3 P.M.

For Freight or Passage apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th August, 1890. [1186

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Pocock, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 16th August, 1890. [1187

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Mudie, will leave for the above places, on FRIDAY, the 22nd inst., at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 16th August, 1890. [3

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION, HONGKONG.

Captain Samuel Ashton—*President.*

SPECIAL NOTICE!

MEETINGS of this Association will be held at the MARINE HOTEL, Praya West, every TUESDAY and FRIDAY, at 8.30 P.M.

CHESNEY DUNCAN, Hon. Sec.

Hongkong, 16th August, 1890. [1188

THE SHAMEEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that at a Meeting of the Directors of this Company, held THIS DAY, a FINAL CALL of FIVE DOLLARS per Share, was made upon all the Members and that the same is payable to the undersigned, at the Registered Office of the Company, 2, Beaconsfield Arcade, on or before THURSDAY, the 21st day of August next.

It is further notified that all shares not fully paid up on the 21st day of August shall in accordance with the Company's Articles of Association be forfeited and legal proceedings taken to enforce payment of all calls, instalments, interests, and expenses, owing upon or in respect of such shares at the time of the forfeiture.

By Order of the Board of Directors, J. A. BARRETTO, Secretary.

Hongkong, 29th July, 1890. [1104

THE SHAMEEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

C. BOND, Manager.

Hongkong, 14th July, 1890. [1047

Intimations.

NOTICE OF 4TH CALL.

LABUK PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the 4th CALL of $10 per Share, on the 4,000 Shares numbered 1001/5000 is payable to the Hongkong and Shanghai Banking Corporation on or before the 26th August, 1890, and calls not paid on said date are liable to pay interest at the rate of 12 % per annum.

The TRANSFER BOOKS will be CLOSED from the 16th to the 26th August, 1890.

LABUK PLANTING CO., LD., TURNER & Co., General Managers.

Hongkong, 28th July, 1890. [1096

NOTICE.

THE Undersigned beg to inform their friends and the public that they have reopened the store, No. 66, Queen's Road Central, lately occupied by H. FOURNIER & Co., and that they intend to continue the same kind of business under the style of

J. ROSSELET & Co.

Hongkong, 11th August, 1890. [1162

CAPTAIN GEORGE TAYLOR,

INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.

Hongkong, 8th April, 1890. [571

KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1072

W. S. MARTEN,

ARTISTIC DECORATOR,

AND

HOUSE AND ESTATE AGENT,

2, DUDDELL STREET,

HONGKONG.

Hongkong, 6th April, 1890. [574

TO LET UNFURNISHED From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate. Splendid View of the Harbour. Apply to W. S. MARTEN, 2, Duddell Street.

Hongkong, 3rd July, 1890. [998

Intimations.

SELAMA TIN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Ordinary General MEETING of SHAREHOLDERS will be held in the Office of the Company, Room No. 6, Connaught House, on SATURDAY, the 30th August, at 1 O'CLOCK NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th August, both days inclusive.

By Order of Board of Directors, W. HUTTON POTTS, Secretary.

Hongkong, 13th August, 1890. [1177

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 3½ % (One Dollar and Seventy-five cents per Share) for the 6 months ending 30th June, 1890, will be paid to those persons who are registered as Shareholders in the above Company on MONDAY, the 11th August, 1890.

The TRANSFER BOOKS will be CLOSED from 11th to 18th August, both days inclusive.

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 2nd August, 1890. [1131

THE BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Victoria, in the Colony of Hongkong, at 3 o'clock p.m., on THURSDAY, the 21st day of August next, for the purpose of considering, and, if approved of, passing the following Special Resolutions.

1.—That the Capital of The Balmoral Gold Mining Company, Limited, be increased from $150,000 to $180,000 by the creation of Three Thousand New Shares of $10 each, to be fully paid up.

2.—That the said New Shares be, in the first instance, allotted to those Shareholders whose names shall appear on the Register of Shareholders of the said Company on 1st day of September next, (and who shall on or before the 15th day of September next, apply for the same to be alloted to them), in the proportion of one New Share for every five Old Shares held by them, but that no Shareholder shall be entitled to claim that any fractional part of any New Share be alloted to him.

3.—That all New Shares not applied for by such Shareholders within the time aforesaid be disposed of and allotted by the Directors in such manner as they shall think fit.

K. A. STEVENS, Secretary.

Hongkong, 6th August, 1890. [1145

THE DARVEL BAY TRADING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Darvel Bay Trading Company, Limited, will be held at No. 9, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 19th day of August, 1890, at NOON, when the subjoined Resolution, which was passed at the Extraordinary Meeting of the Company held on the 4th day of August, 1890, will be submitted for confirmation as a Special Resolution.

RESOLUTION:—

That the Company be wound up voluntarily under the provisions of the Company's Ordinances 1865 to 1886, and that Frederick Alexander Alfred Busing Brockelmann and Ernst Richard Fuhrmann be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint Liquidators.

Dated 4th day of August, 1890.

REUTER, BROCKELMANN & Co., General Managers.

1139]

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 4 per cent. for the half year ending 30th June, 1890, on the paid up Capital of the Company.

Dividend Warrants payable on TUESDAY the 19th August, will be issued to Shareholders.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 19th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 5th August, 1890. [1143

STENOGRAPHER (French and English), good Spanish Correspondent, works Remington typewriter rapidly, SEEKS SITUATION. Advertiser is an Englishman aged 21. Can furnish good references and testimonials.

Apply to H. HALL, *c/o Hongkong Telegraph* Office.

Hongkong, 19th July, 1890. [1063

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWRINGTON, EAST POINT.

OFFICE: 9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May, 1880. [54

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO, No. 2, Duddell Street, (Between the New Oriental Bank, and Mr. Lammert's Auction Rooms), Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890. [548

Intimations.

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of MARIE ELISE FOURNIER, Deceased.

NOTICE is hereby given that the Honourable the Acting Chief Justice having in virtue of Section 3 of Ordinance 9 of 1870 made an Order limiting to the 31st October next, the time for sending in CLAIMS against the said Estate.

All Creditors are hereby required to send in their Claims to the Undersigned before the said date.

Dated the 16th day of July, 1890.

BRUCE SHEPHERD, Acting Registrar.

1055]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 23rd day of August current, at 12 o'clock noon for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1890.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1890. [1118

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of the Corporation will be CLOSED from Saturday the 9th to Saturday the 23rd day of August current (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1890. [1119

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on MONDAY, the 25th August, at THREE P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to the 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 25th August, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 5th August, 1890. [1140

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 18th day of August, 1890, at 4 P.M., are published for general information.

By Command, W. M. DEANE, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 14th August, 1890. [1184

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of August, 1890, at 4 P.M., by Order of His Excellency the Officer Administering the Government, of one Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rt.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Shaukiwan Inland Lot No. 1..	Shaukiwan Bay....	51	51	176	176	8,976	20	269

Notices of Firms.

NOTICE.

DURING my Absence from the Colony Mr. B. J. MULLER will sign my name per Procuration.

J. ROSSELET.

Hongkong, 14th August, 1890. [1182

NOTICE.

DURING my temporary absence from the Colony, Mr. J. W. CROKER is appointed Acting MANAGER for Geo. Fenwick & Co., Ltd.

GEO. FENWICK, General Manager.

Hongkong, 2nd July, 1890. [995

Hotels.

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes; the avoidance of street noises, and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlour, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathroom and Verandah to each.

The Table d'Hote is unexcelled.

The Hotel Launch runs regularly to and from Peddar's Wharf and the Hotel Free of Charge; for time table see Bills.

ANDREW FOSTER, Manager.

Hongkong, 13th August, 1890. [1178

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

MRS. MARIA B. DOS REMEDIOS, Proprietress. [978

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.

Hongkong, 13th August, 1890. [2

MOGUL LINE.

NOTICE TO CONSIGNEES.

S.S. "THORNDALE,"
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 19th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 12th August, 1890. [1136

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBRO' AND SINGAPORE.

THE Steamship "TETARTOS,"
Captain W. Breitung, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 23rd inst, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, 12th August, 1890. [1169

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of:—

£ 7	7	6	per quarter if commenced at age (n. b.)	20
£ 8	14	2		25
£10	11	2		30
£13	4	10		35
£17	15	8		40
£27	12	6		45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

ADAMSON, BELL & Co.,
Agents, Hongkong
STANDARD LIFE OFFICE.

982—2]

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates,

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889. [56

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [57

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1889. [217

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [1091

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 7th March, 1890. [387

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

8.—Arnhold, Karberg & Co.
26.—Alice Memorial Hospital.
41.—Adamson, Bell & Co.
18.—Butterfield and Swire.
35.—Brodie, Wm., Residence.
46.—Belilios & Co.
47.—Dr. E. R., Kingsclere.
48.—Dr. E. R., The Eyrie.
2.—Hartigan, Dr. Wm., Queen's Road. / Cantlie, Dr. J., Queen's Road. / Cowie, Dr. Alex., Queen's Road.
3.—Cantlie, Dr. J., Victoria Peak.
6.—C. & J. Telephone Co., Ld.
10.—Chater and Vernon.
15.—Central Police Station.
22.—"China Mail."
30.—C.-Borneo Co., Ld., S. S. M., Bowrington.
49.—Carlowitz & Co.
55.—Cowie, Dr. Alex.
12.—"Daily Press."
17.—Douglas Lapraik & Co.
60.—Dakin Bros. of China, Ld.
14.—E. E. A. and China Telegraph Co., Ld.
66.—Ezra, N. N. J., Residence.
79.—Ezekiel & Joseph.
4.—Foster, F. T. P., Residence.
14.—Great Northern Telegraph Co.
31.—Gibb, Livingston & Co.
44.—Government House.
75.—Gordon & Co., A. G., Praya Central.
76.— Do. Bowrington.
80.—Government Civil Hospital.
20.—Hongkong and Whampoa Dock Co., Ld.
25.—H. & W. Dock, Aberdeen.
27.—Holliday, Wise & Co.
28.—Holliday, J. F., Victoria Peak.
32.—The Hongkong Hotel, Public Telephone.
33.—Hancock, W. St. John H., C.E.
45.—Hughes & Ezra.
64.—Holmes & Rodyk.
67.—Hughes, E. J., Residence.
68.—Hirst, Chas., do.
74.—H. L. I. & Agency Co., Ld.
77.—Ho Tung, Praya Central.
78.— Do. Seymour Terrace.
78a.— Do. Bonham Strand.
81.—H. & K. W. & Godown Co., Ld.
23.—Jordan, Dr. G. P., Pedder's Street.
43.—Jordan, Dr. G. P., Residence.
50.—The Imports and Exports Office.
53.—Judd, Wm., Peak
71.—Jardine, Matheson & Co.,
72.— Do. Sugar Refinery.
5.—Linstead & Davis.
39.—Mackintosh, E., Residence.
73.—Millat, Marti y Mitjans.
19.—P. & O. S. N. Co.
29.—Peak Hotel.
29a.—Peak Hotel & Trading Co., Craigieburn.
13.—Russell & Co.
51.—Ray, E.C.
52.—Sailors' Home.
59.—Soy Sing.
61.—Stevens & Co., Geo. R.
62.— Do. Residence.
69.—Stolterfoht & Hirst.
1.—"Hongkong Telegraph" Office.
9.—Hongkong and Shanghai Bank.
56.—Victoria Hotel, Public Telephone.
16.—Watson & Co., A. S., Ld.

The Exchange is open day and night.

A. SANDFORD,
Agent.

Hongkong, 10th July, 1890 [850

Geo. Fenwick & Co.,
LIMITED,
VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890. [519

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequaled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co.,
16 Bund, Yokohama,
next door to
Farsari's Photographic Studio.

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NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885. [15

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACKEWEN, FRICKEL & Co.,
General Managers.

Hongkong, 30th April, 1890. [498

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Bokhara	London	August 17th	P. & O. S. N. Co.
Glenfinlas	London	August 19th	Jardine, Matheson & Co.
Gwalior	Bombay	August 23rd	P. & O. S. N. Co.
Batavia	Vancouver	August 22nd	Adamson, Bell & Co.
Canton	Bombay	September 1st	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Oriental	P. & O. S. N. Co.	Aug. 21st, at noon.
London, via Suez Canal	Palinurus	Butterfield & Swire	August 20th.
London	Pakling	Arnhold, Karberg & Co.	About Aug. 18th.
Marseilles, via Saigon, &c.	Djemnah	Messageries Maritimes.	Aug. 28th, at noon.
Bremen and Ports of Call	Preussen	Melchers & Co.	Aug. 27th, at 4 p.m.
Fiume, via Straits	Medusa	D. Sassoon, Sons & Co.	Aug. 18th, at noon.
Havre, and Hamburg, &c.	Kriemhild	Siemssen & Co.	Aug. 18th, at noon.
New York, via Suez Canal	Benledi	Gibb, Livingston & Co.	Quick despatch.
New York, via Suez Canal	Euphrates	Russell & Co.	August 22nd.
New York, via Suez Canal	Gleneagles	Jardine, Matheson & Co.	About August 28th.
San Francisco, via Y., &c.	City of Rio de Janeiro	Pacific Mail S. S. Co.	Aug. 22nd, at 1 p.m.
San Francisco, via Y'hama	Gaelic	O. & O. S. S. Co.	Aug. 23rd, at 1 p.m.
New Zealand	Kweiyang	Butterfield & Swire	About Aug. 20th.
Port Darwin, &c.	Tsi-nan	Butterfield & Swire	August 26th.
Straits and Bombay	Lombardy	P. & O. S. N. Co.	Aug. 22nd, at noon.
Singapore, Batavia, &c.	Avochie	Jardine, Matheson & Co.	Aug. 19th, at 4 p.m.
Yokohama, via Nag., &c.	Ancona	P. & O. S. N. Co.	Aug. 22nd, daylight.
Nagasaki and Kobe	Pathan	Adamson, Bell & Co.	Aug. 19th, at noon.
Nagasaki	Vorwaerts	Wieler & Co.	Aug. 18th, at 4 p.m.
Shanghai	Bokhara	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Agamemnon	Butterfield & Swire	August 18th.
Manila, via Amoy	Nanzing	Jardine, Matheson & Co.	Aug. 18th, at 3 p.m.
Haiphong	Clara	A. R. Marty	To-morrow, daylight.
Swatow, Amoy, &c.	Thales	Douglas Lapraik & Co.	To-morrow, daylight.
Coast Ports	Namoa	Douglas Lapraik & Co.	Aug. 19th, at 11 a.m.
Swatow	Nanshan	Hop Hing Hong	Aug. 18th, daylight.

Intimations.

Notice to Consumers

The PRODUCTS of

ORIZA-PERFUMERY L. LEGRAND

207, rue Saint-Honoré, PARIS

Such as: **ORIZA-OIL, ESS. ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA ORIZA-VELOUTÉ, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP**

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1° Their manufacture is supervised with the greatest care;
2° Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED *to live upon their reputation*

we warn Consumers not to let themselves be deceived.

The GENUINE PRODUCTS are sold at all respectable firm of Perfumers and Druggists.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS, NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS
No. 11. Praya Central.
(Opposite Pedder's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.



SAPOLIO.

ENOCH MORGAN'S SON'S SAPOLIO FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT on M. CONSERVED MEATS, VEGETABLES and FRUIT.

CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR and OREGON PINE LUMBER.

FLENSBURG STOCKBEER,
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT REASONABLE PRICES.

ALL KINDS OF

COALS

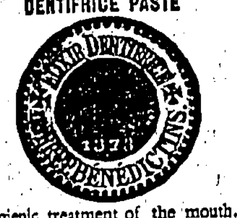
SUPPLIED AT THE SHORTEST NOTICE
Hongkong, 26th June, 1889. [130

A. H. FOOK,
SHIP'S COMPRADORE & STEVEDORE,
PRICES.

Cabin Beef	at	7	cents	per lb.
Crew Beef	,,	6	,,	,,
Vegetables	,,	2	,,	,,
Bread	,,	4	,,	,,
Mutton	,,	18	,,	,,
Fruits	,,	4	,,	,,
Pork	,,	9	,,	,,
Fish and Prawns	,,	9	,,	,,
Veal	,,	9	,,	,,
Fowls and Ducks	,,	$3.60	per	dozen.
Geese	,,	9.00	,,	
Eggs	,,	80	cents	per 100
Stone Ballast	,,	40	,,	,, ton.
Shingle do.	,,	53	,,	,, ,,
Discharging Rice	,,	5	,,	,, ,,
Loading General Cargo	,,	6	,,	,, ,,

No. 80, PRAYA CENTRAL,
WING WOO STREET.
Hongkong, 21st July, 1890. [1071

DENTIFRICE ELIXIR
Dentifrice Powder
DENTIFRICE PASTE



Hygienic treatment of the mouth. Employ only the TOOTH ELIXIR and the TOOTH POWDER and PASTE of the R. R. P. F. BENEDICTINES of the Abbey of Soulac, Gironde (France).

General Agent, A. SEGUIN, 2, rue Esprit, BORDEAUX.

May be had at all good Perfumers, Chemists and Druggists of the World.

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS, KOWLOON.
OFFICE—No. 23, Pottinger Street.
Hongkong, 6th June, 1889. [26

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 19th June, 1888. [12

Dr. Knorr's
ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong 29th May, 1889. [424

To be Let.

TO LET.

NO. 9, SEYMOUR TERRACE.
No. 7, SEYMOUR TERRACE.
No. 4, OLD BAILEY STREET.
OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 4th July, 1890. [13

TO LET.

FIRST FLOOR of No. 11, Corner Ice House Lane, Queen's Road.

For Particulars, apply to
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.
Hongkong 11th August, 1890. [1164

TO LET,
With Immediate Possession.

GROUND FLOOR No. 2, Blue Buildings.
1ST FLOOR No. 3, Blue Buildings.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st July, 1890. [988

TO LET.

TWO COMMODIOUS HOUSES in Carlton Terrace, Queen's Road East. Rent moderate.

Apply to
G. R. LAMMERT.
Hongkong, 1st July, 1890. [989

TO LET.

NO. 3, MORRISON HILL.
Immediate entry.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 22nd April, 1890. [658

TO LET.

A HOUSE in WEST TERRACE.
Immediate Entry.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 3rd May, 1890. [511

TO LET.

TOP FLOORS of No. 21 & 23, Pottinger Street, suitable for Offices or Photographic Studio.

CARMICHAEL & Co.,
21 & 23, Pottinger Street.
Hongkong, 31st July, 1890 [1117

TO LET.

TWO FLOORS of HOUSE No. 8, Stanley Street.

Apply to
ROZARIO & Co.
Hongkong, 10th July, 1890 [1031

TO LET.

NOS. 21 and 35, ELGIN ROAD, behind the Old Union Church.

Apply to
ACHEE & Co.,
17, Queen's Road Central.
Hongkong, 19th June, 1890. [554

TO BE LET,
Just below Peak Flagstaff.

BAHAR LODGE.—FURNISHED.

Apply to
HUGHES & EZRA.
Hongkong, 17th April, 1890 [632

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.
2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890. [469

For Sale.

FOR SALE.

IMPORTANT TO SPORTSMEN.

THE First-class Centre-board Racing Yacht "EVELYN."

In thorough repair. Has three bunks in cabin and every convenience for shooting parties.

Apply to
J. J. SPOONER,
Opium Farm.
Hongkong, 14th August, 1890. [1183

WILL SHORTLY BE READY.

A SECOND EDITION OF THREE THOUSAND COPIES of

"THE LAW OF STORMS IN THE EASTERN SEAS,"
(by W. Doberck, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and will be illustrated by lithographs showing the courses of the typhoons of late years. As the "Law of Storms" will have an extensive circulation throughout the East, it should prove a most convenient medium for advertisers. Terms can be learnt on application.

The pamphlet will be issued at One Dollar, and may be ordered from

Messrs. Kelly & Walsh, Limited, Hongkong.
" Lane, Crawford & Co. "
" G. Falconer & Co. "
" C. J. Gaupp & Co. "
" F. Blackhead & Co. "
" Heuermann, Herbst & Co. "
" More & Selmund. "
Mr. W. Brewer. "
The Hongkong Trading Co., Ld. "
Mr. M. F. da Silva, Canton.
Messrs. Mello & Co., Macao.
Mr. N. Moalle, Amoy.
Messrs. Hedge & Co., Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Rev. S. J. Smith, Bangkok.
Messrs. Sayle & Co., Ld., Singapore.
Messrs. Amédée Prince & Co., Paris & London.
or the
"HONGKONG TELEGRAPH" OFFICE.
Pedder's Hill,
Hongkong, 7th August, 1890

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlinder and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [913

For Sale.

FOR SALE.

HAUENSTEIN'S FAMILY HOTEL, with BILLIARD-ROOMS and BOWLING ALLEY.

This popular Hotel is admirably situated on the island of Koolangsoo.

For further particulars, apply to
N. MOALLE.
Amoy, 4th August, 1890. [1146

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, IRROY'S CHAMPAGNE, CLARET, HOCK, BRANDIES, WHISKIES. MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES. SCALES. PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES. SODA WATER MACHINERY. JEYE'S SANITARY COMPOUNDS. BICYCLE WHEELS for JINRICKSHAWS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 21st November, 1889. 11

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.
Hongkong 24th June 1887. [955

FOR SALE

THE useful and commodious Steam Launch "E L K,"

Length over all 36 feet.
Breadth " 7 "
Depth " 5 "

Speed 8 knots an hour.

This Launch has just undergone a complete overhaul, new decks laid, and the bottom recoppered. The Engines and Boiler have been put in first class order and new awnings fitted.

As this boat, with her full complement of coals, water, &c., on board, draws less than 3 feet, she is specially adapted for river work.

For further particulars, apply to
CRUICKSHANK & Co., Ld.,
or to
J. W. KINGHORN,
13, Praya Central.
Hongkong, 14th June, 1890. [907

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enameled Dial

WATERBURY WATCH.

SERIES J.—For Gentlemen, or large size.
SERIES L.—For Ladies', or small size.
Winds in less than a dozen turns;
$4.75 each. Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate, and also
SERIES E.—The "Good old favorite." The best form of the original Waterbury: offered at the reduced price of $2.70 each.

Orders from Out-ports to be accompanied by remittance for cost.

THE MITSUI BUSSAN KAISHIA,
Sole Agents in Japan, China, Corea, Hongkong & Macao.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 20th February, 1890 [22

FOR SALE.

AT THE PEAK.

"THE FALLS" on R. B. L. No. 28.—A well built six-roomed House, at present let on lease for one year.

For full particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.
Hongkong, 12th November, 1889. [28

FOR SALE.

THE Schooner "MONTIARA,"

Length..... 75 feet.
Beam 18 "
Depth of hold..... 7½ "
Registered tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons, dead weight.)

The *Montiara* was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7 inch galvanized spikes, and newly re-coppered. She is lorcha-rigged with the best canvas sails. Draft of water 7 feet.

For further particulars apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 9th April, 1890. [579

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(REGISTERED).

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